

# Old Mammoth Place Amendment

DZA 15-002, VTTM 16-001, UPA 16-001, & DR 16-004

Town Council  
Public Hearing

July 20, 2016



# Introduction & Background

# Public Hearing Purpose

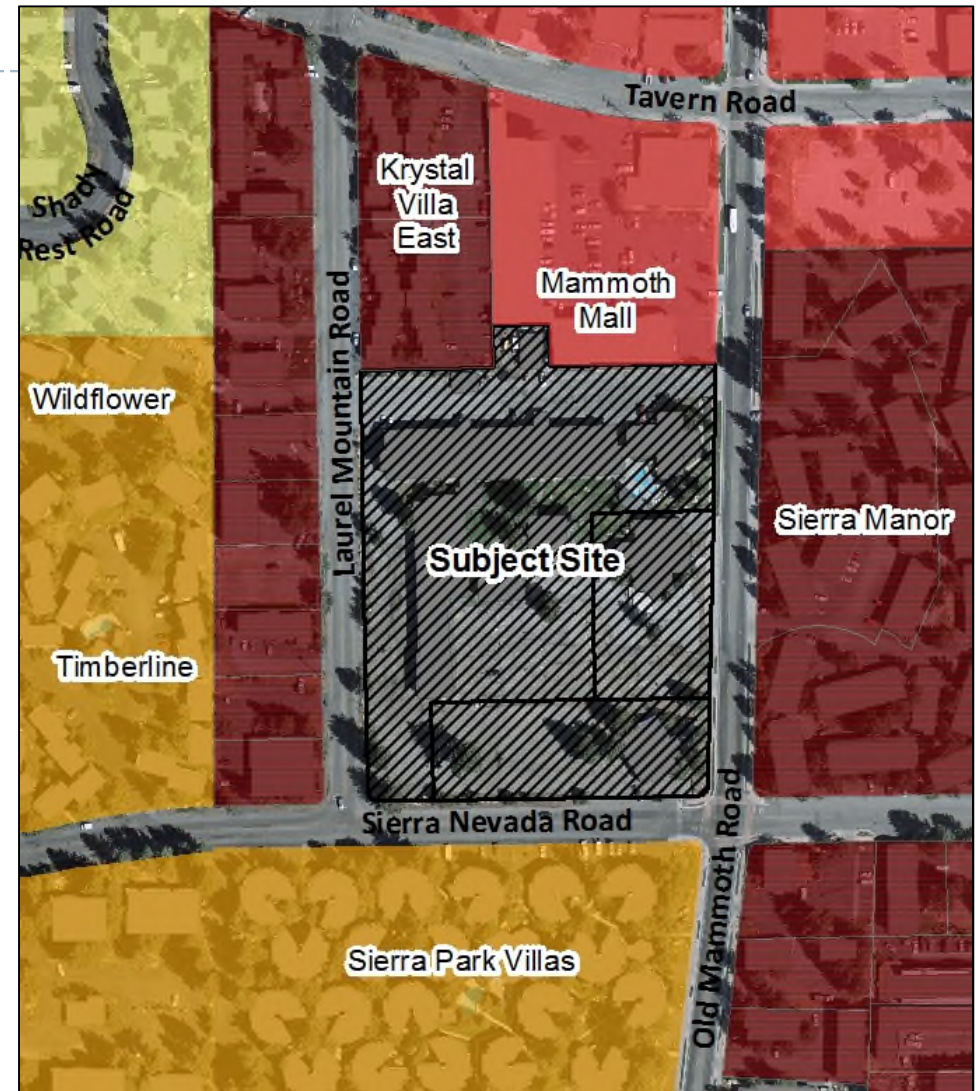
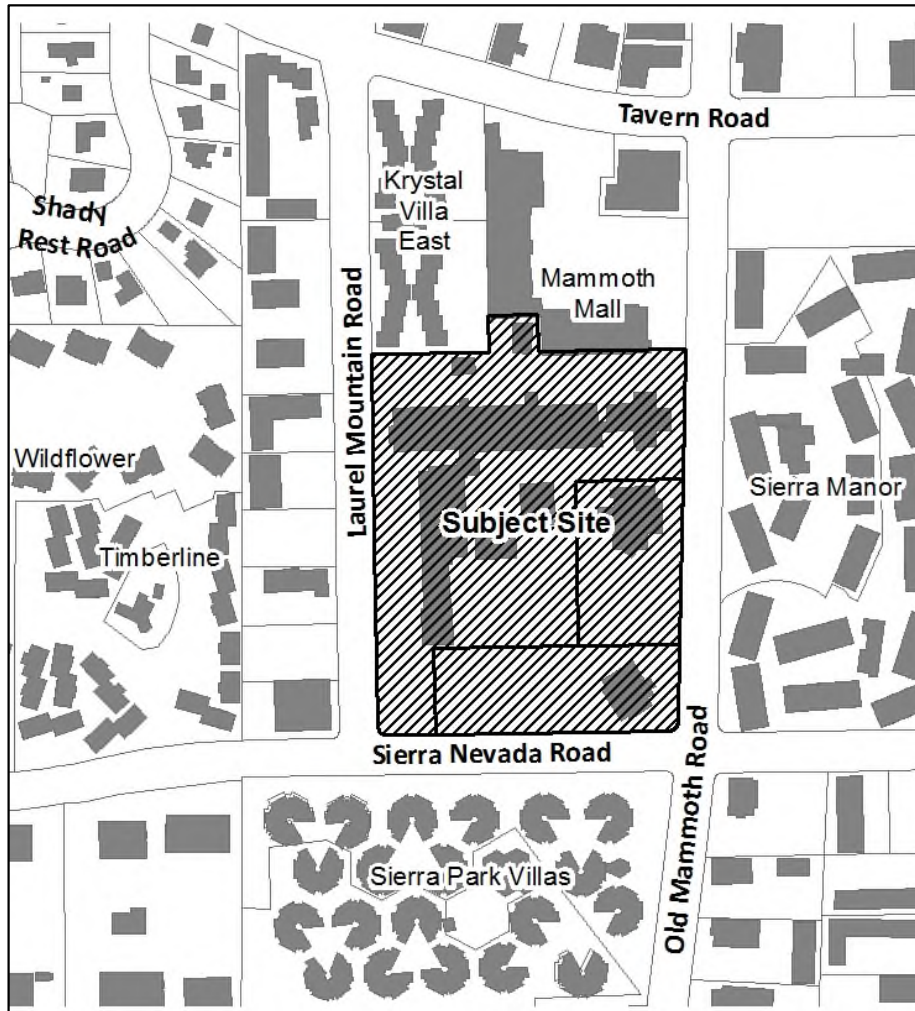
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Council to consider the Planning and Economic Development Commission's recommendation to:

1. Adopt the Addendum to the Clearwater Specific Plan Environmental Impact Report (EIR)
2. Approve the Old Mammoth Place amendment to the Clearwater Specific Plan (district zoning amendment)
3. Approve the Old Mammoth Place amendment vesting tentative tract map, use permit, and design review permit



# Project Site Maps



# Background & Project History – Clearwater Specific Plan (CSP)

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- Clearwater Specific Plan (CSP)
  - Adopted in 2009
  - Pedestrian-oriented mixed-use corridor along Old Mammoth Rd
  - Stepped height from 35 feet at perimeter to max 55 feet in center
  - EIR certified as part of the project
- Old Mammoth Place (OMP)
  - Approved in 2010
  - 488 condo-hotel rooms (80 rooms/acre)
  - 8 units on-site workforce housing
  - 37,000 s.f. commercial
- OMP Concept Review
  - Reviewed in 2015
  - Conceptual reconfiguration of the project
  - Feedback incorporated into the revised Old Mammoth Place project

# Proposed Project

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- 6-story hotel with up to 343 residential units containing a maximum of 488 hotel rooms or bedrooms
- Maximum of 460 “keys”
- Site coverage of 48%
- Understructure parking for no fewer than 597 vehicles
- East-west mid-block connector road
- Old Mammoth Road street improvements
- Building heights ranging from 35 – 65 feet, as measured from the parking podium
- Additional uses, including:
  - Restaurant space (approx. 16,000 sf)
  - Retail space (approx. 21,000 sf)
  - Conference space (approx. 14,500 sf)
  - Spa (approx. 5,500 sf)
  - Public outdoor plazas

# Project Comparison

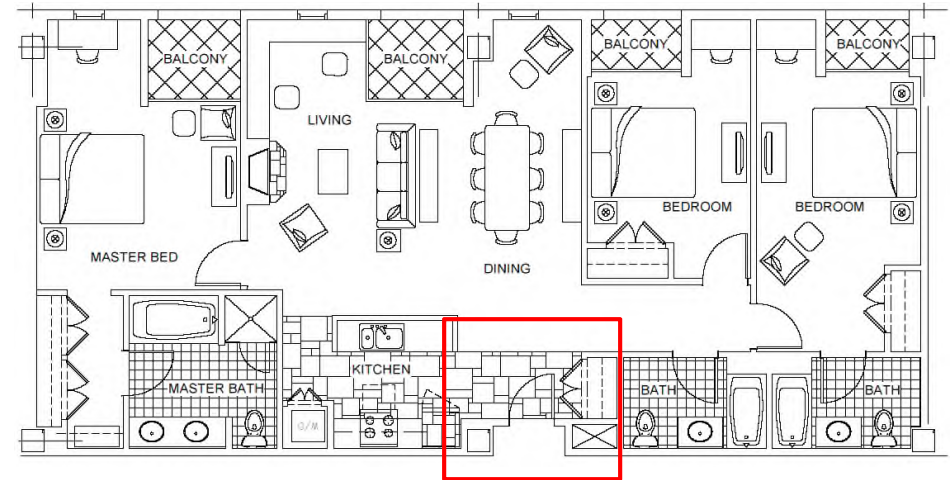
Item	Approved	Proposed
Density	80 rooms/acre	80 rooms/acre
• Total Rooms	488 rooms	488 rooms
Site Coverage	42%	48%
Building Heights	Range of 35-55	Range of 25-65
Parking	619	597
Setbacks	Range from 0-45 feet	Range from 0-45 feet
Building Area	362,920 sf	482,763 sf
• Residential	190,755 sf	307,956 sf
• Retail Space	21,250 sf	20,880 sf
• Restaurant Space	17,360 sf	16,328 sf
• Conference Space	9,580 sf	14,351 sf
• Spa & Wellness Center	4,500 sf	5,473 sf



# Room Nomenclature

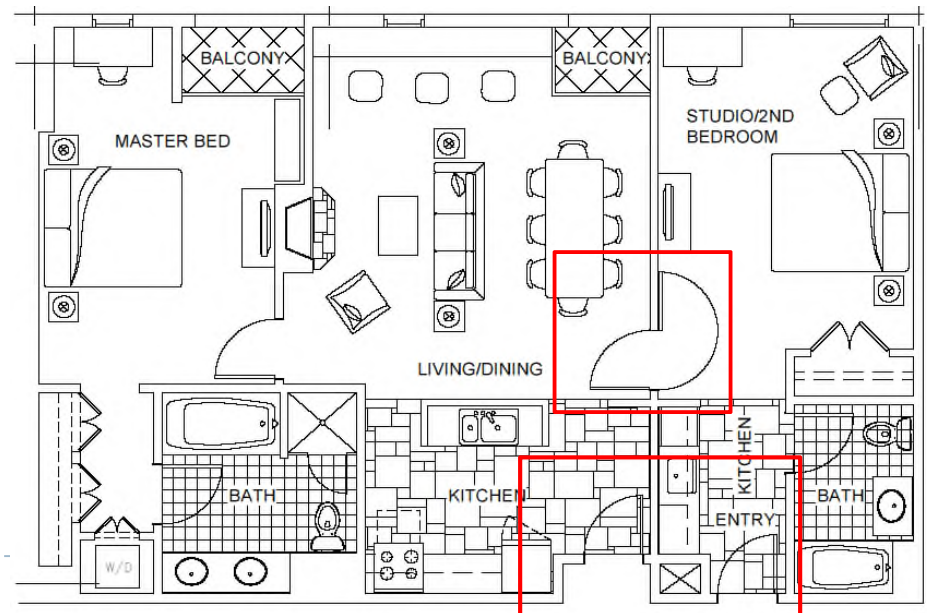
## Three-Bedroom, No Lock-Offs

- 1 unit
- 1 key
- 3 bedrooms (or “Hotel Rooms”)



## Two-Bedroom, w/ a Lock-Off

- 1 unit
- 2 keys
- 2 bedrooms (or “Hotel Rooms”)





## Adoption of the Addendum to the CSP EIR

# Environmental Analysis

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- EIR prepared for the Clearwater Specific Plan (Certified in 2009)
  - Included a statement of overriding considerations for the areas that could not be mitigated to a less than significant level (aesthetics/light and glare; land use and planning; and short-term construction noise)
- An Addendum to the CSP EIR was prepared for this project
  - Found no new significant effects or a substantial increase in the severity of the previously identified environmental effects would result from the revisions to the project.
  - No new mitigation measures required.

# View Analysis – Looking north on OMR

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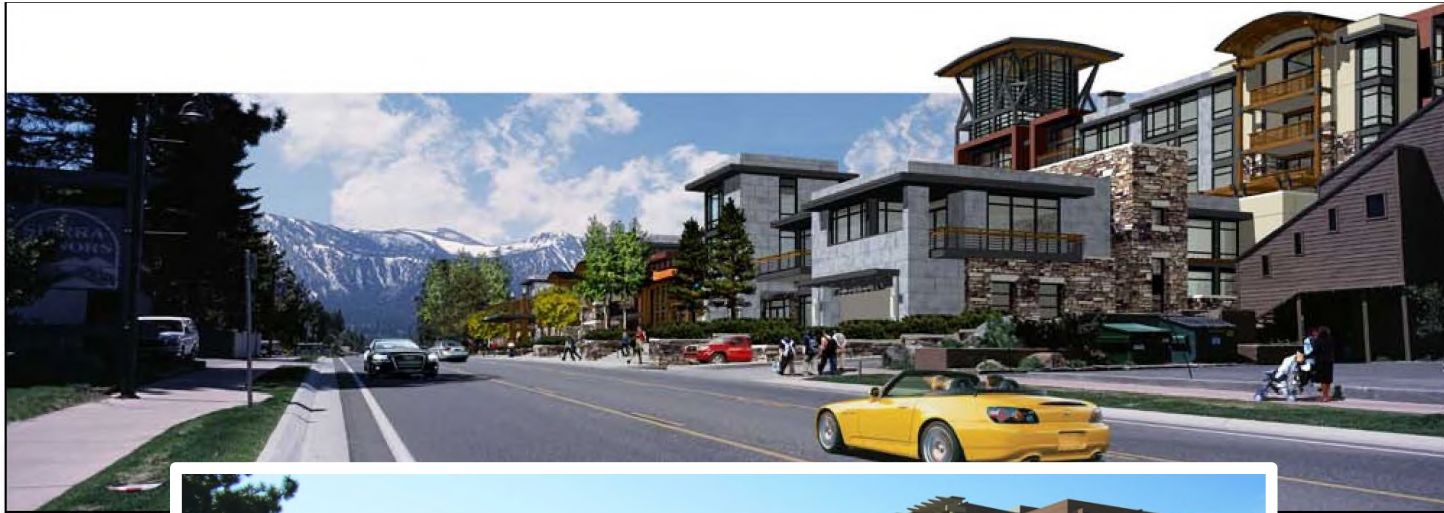


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# View Analysis – Looking south on OMR

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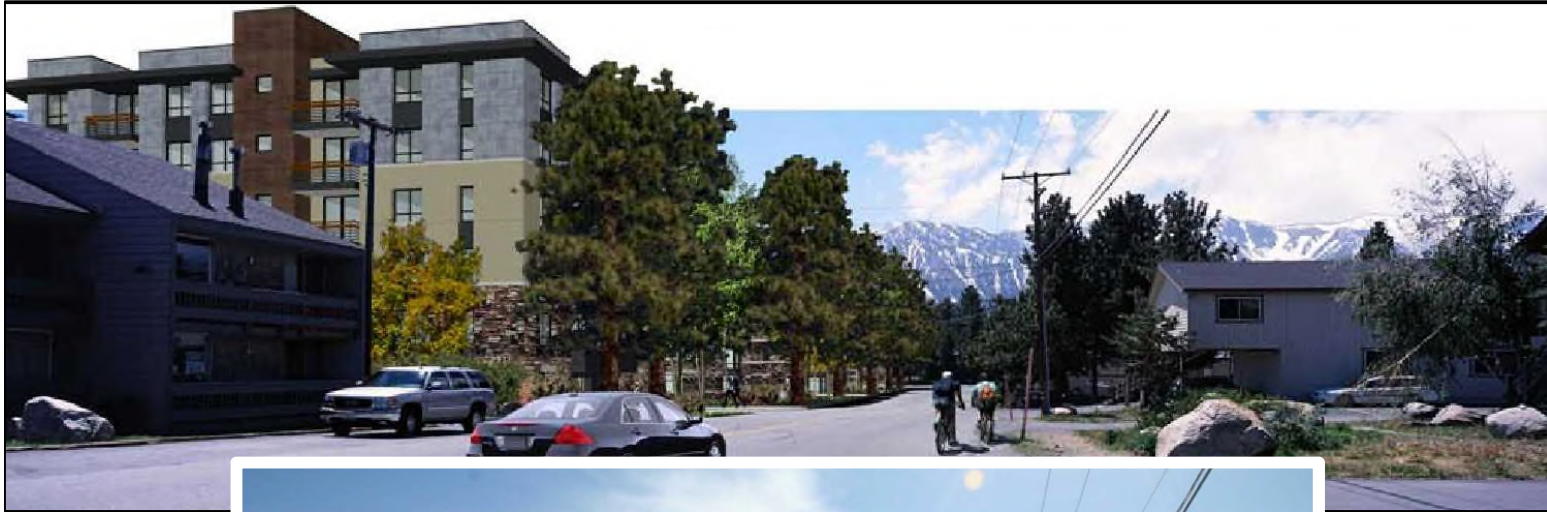
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# View Analysis – Looking south on LMR

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# Private Views not Protected

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- General Plan and Municipal Code protect public views, not private views
- Public views are those from publicly-accessible vantage points (e.g., streets, sidewalks, public spaces)
- The EIR and Addendum analyzes public views only
- No findings related to private views required

# Shade/Shadow

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- EIR determined impacts from shading would be significant and unavoidable
- Addendum found that the shading from the revised project would be similar to those analyzed in the EIR
  - Slight increase in shading on portions of Old Mammoth Road and the commercial areas to the north (i.e., Mammoth Mall)
- Requires heat traced pavement for any portion of the pedestrian or vehicular travelways that receive less than 2 hours of mid-day sun for more than a week

# Shade/Shadow – Summer



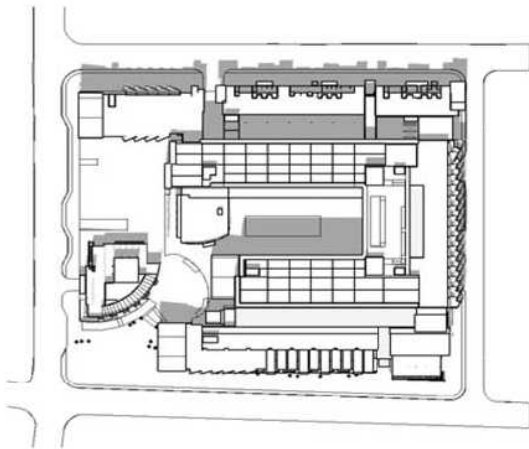
June 21, 2006 at 9:00 a.m.



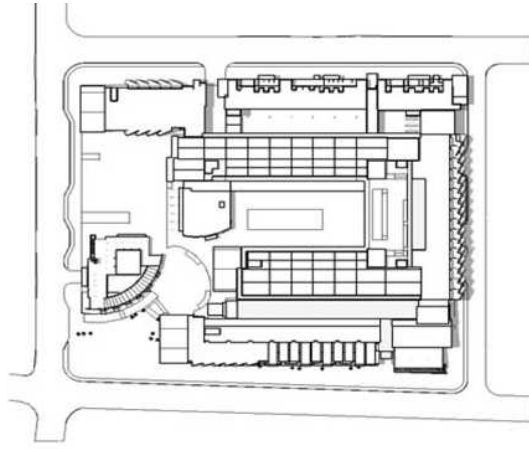
June 21, 2006 at 12:00 p.m.



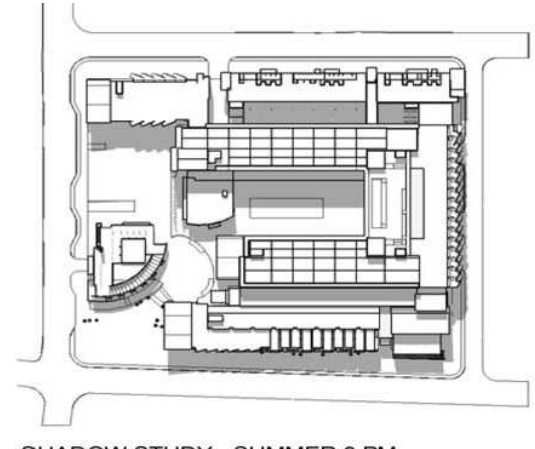
June 21, 2006 at 3:00 p.m.



7 SHADOW STUDY - SUMMER 9 AM  
1 : 1500



8 SHADOW STUDY - SUMMER 12 PM  
1 : 1500



9 SHADOW STUDY - SUMMER 3 PM  
1 : 1500



# Shade/Shadow – Fall



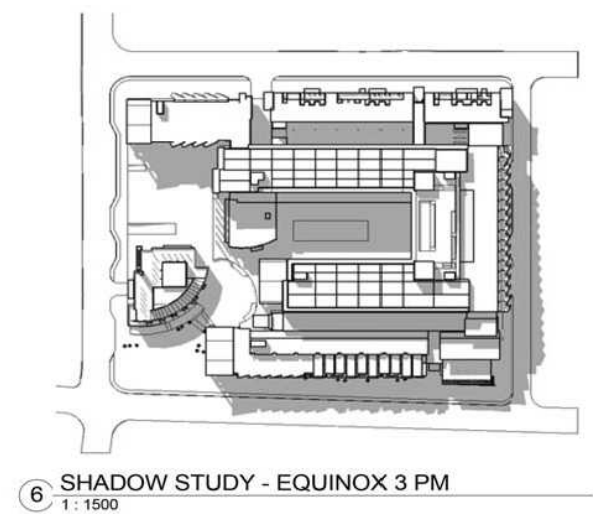
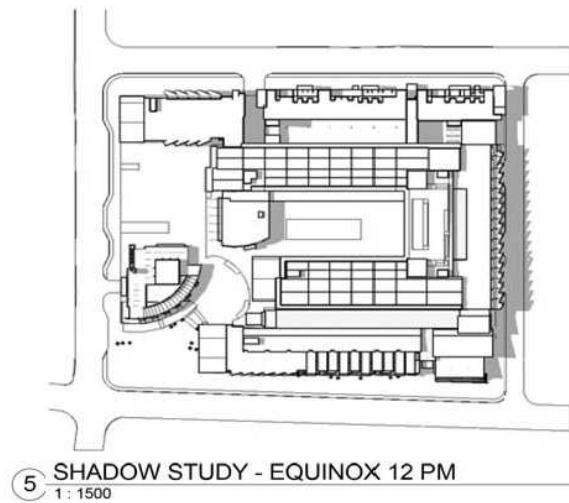
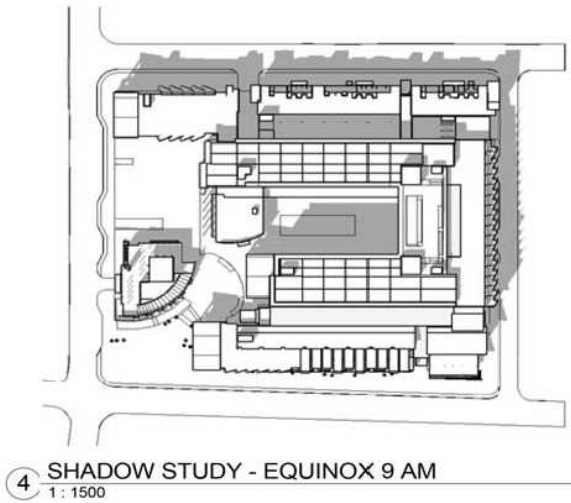
September 21, 2006 at 9:00 a.m.



September 21, 2006 at 12:00 p.m.



September 21, 2006 at 3:00 p.m.



# Shade/Shadow – Winter



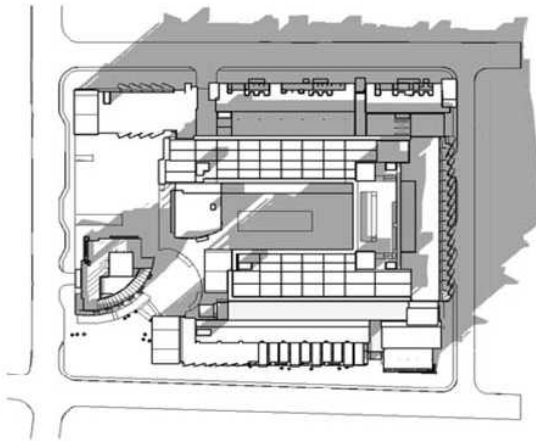
December 21, 2006 at 9:00 a.m.



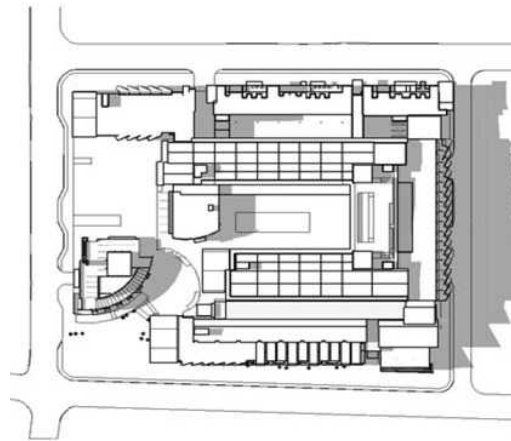
December 21, 2006 at 12:00 p.m.



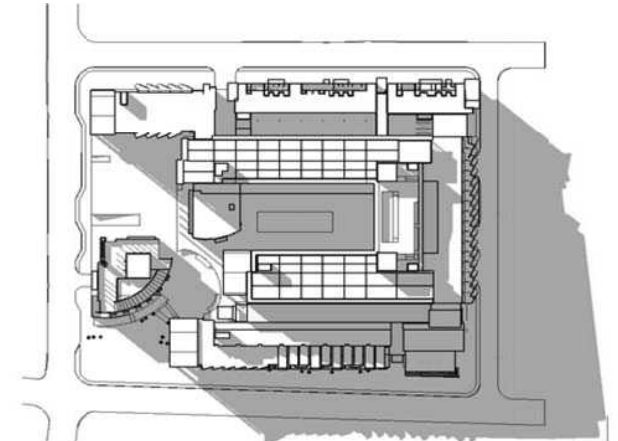
December 21, 2006 at 3:00 p.m.



① SHADOW STUDY - WINTER 9AM  
1 : 1500



SHADOW STUDY - WINTER 12 PM  
1 : 1500



③ SHADOW STUDY - WINTER 3 PM  
1 : 1500



# Old Mammoth Place Amendment (DZA 15-002)

# Proposed CSP Amendment

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## 1. Building Height

- Maximum building height currently allowed – 55 feet
- Maximum building height requested – 65 feet
- Increase in 10 feet per building height zone

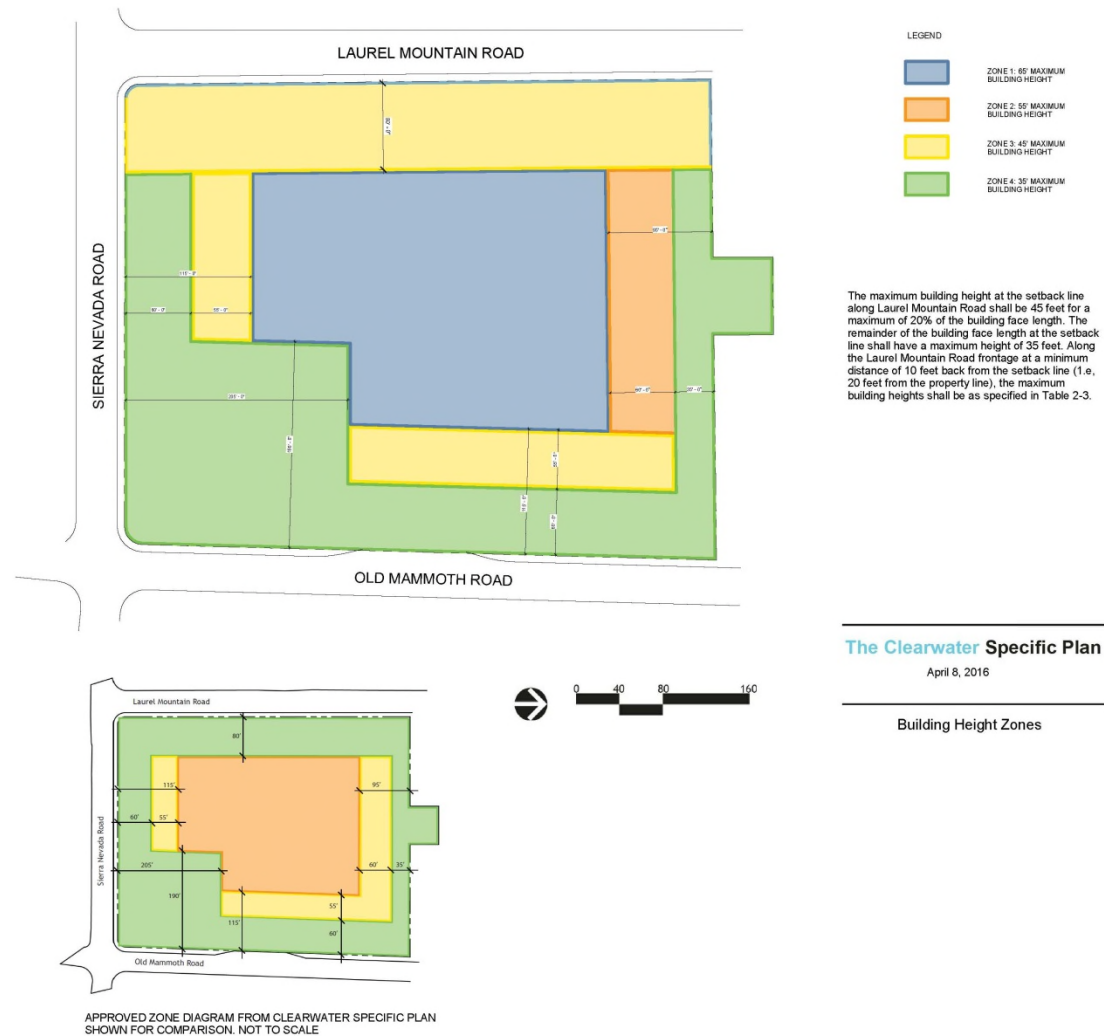
## 2. Workforce Housing

- CSP currently requires on-site workforce housing
- Requests an amendment to allow the developer to mitigate workforce housing in a manner consistent with the Town's Housing Ordinance in effect at the time of building permit submittal

## 3. Minor Edits

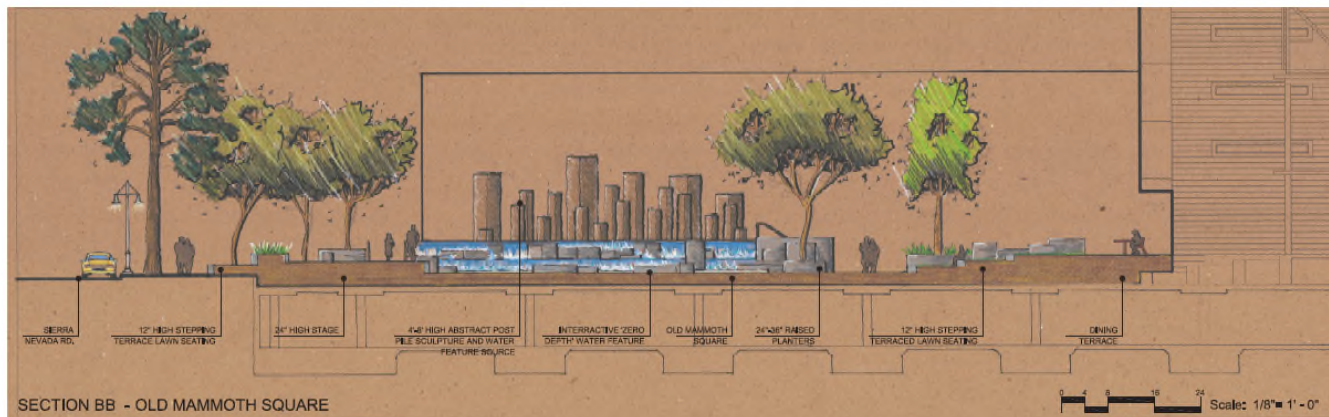
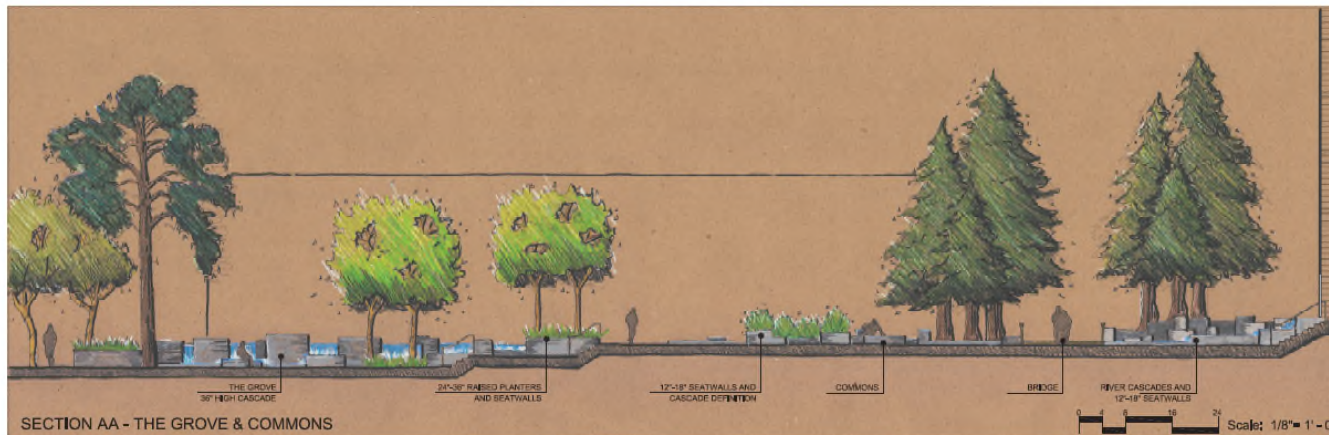
- Minor edits to the text to correct typos and provide consistency with the current conditions on the site.

# Height Analysis



# Rationale for Height Increase

- Additional height allows the project to maintain the large open spaces and public amenities



# Rationale for Height Increase

- Additional height along Laurel Mountain Road allows more flexibility in the design of the building façade

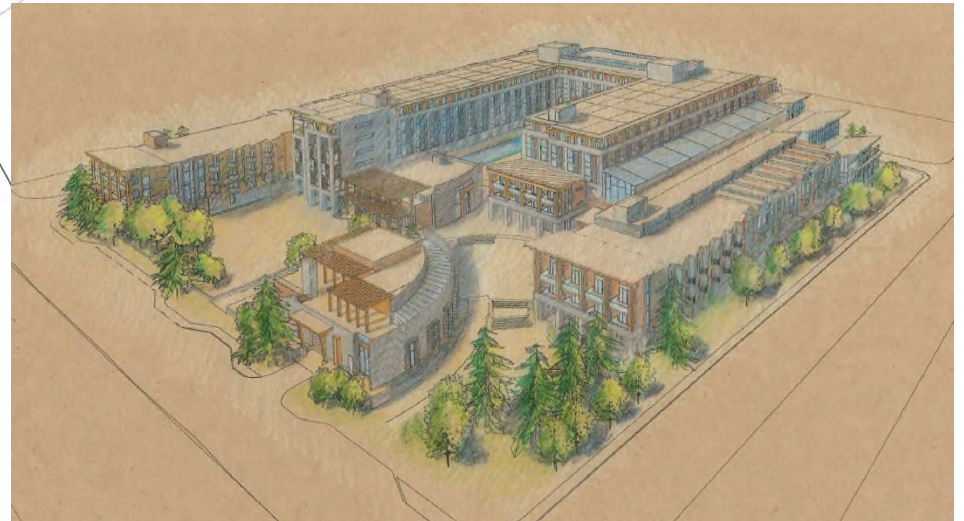
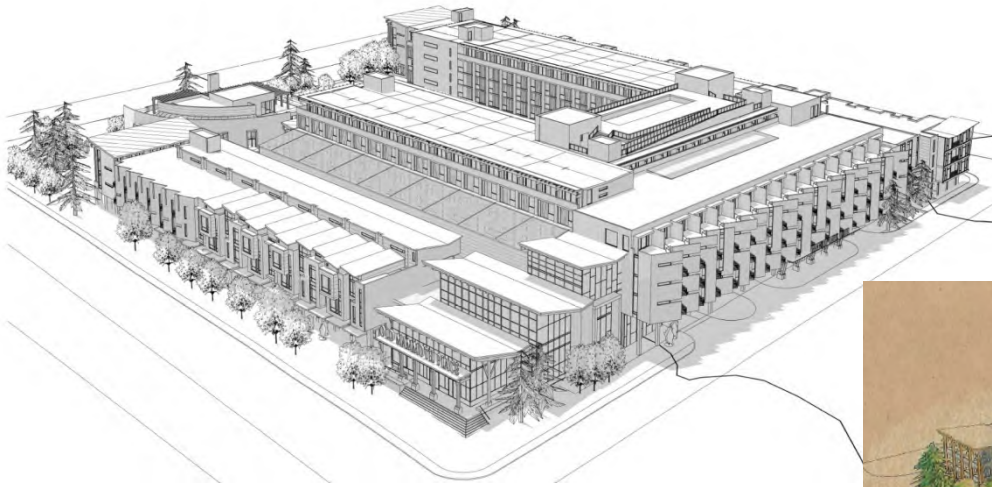




# Rationale for Height Increase

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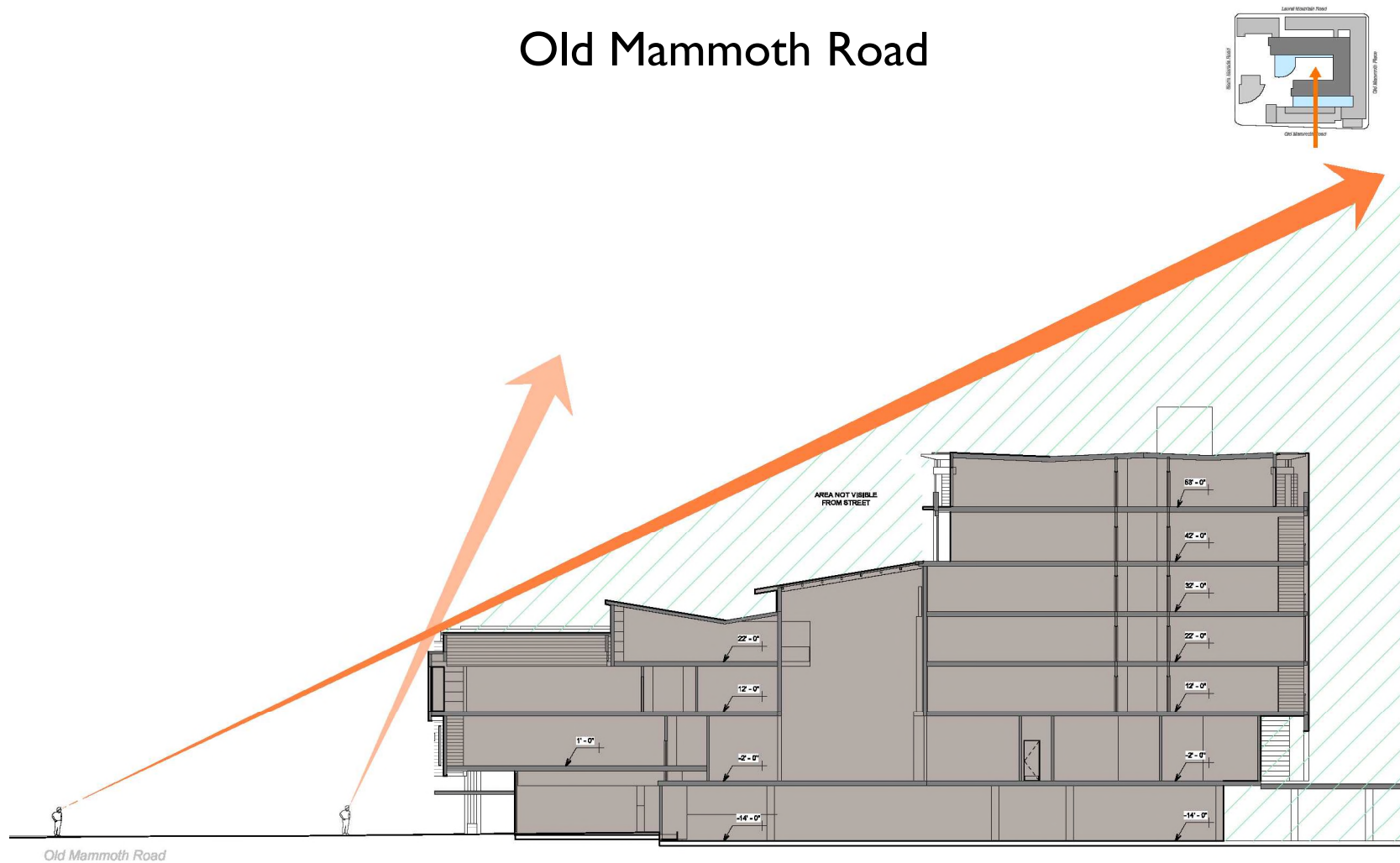
- The design mitigates the visual impacts through various step backs, architectural treatments, and by placing the additional height at the center of the site





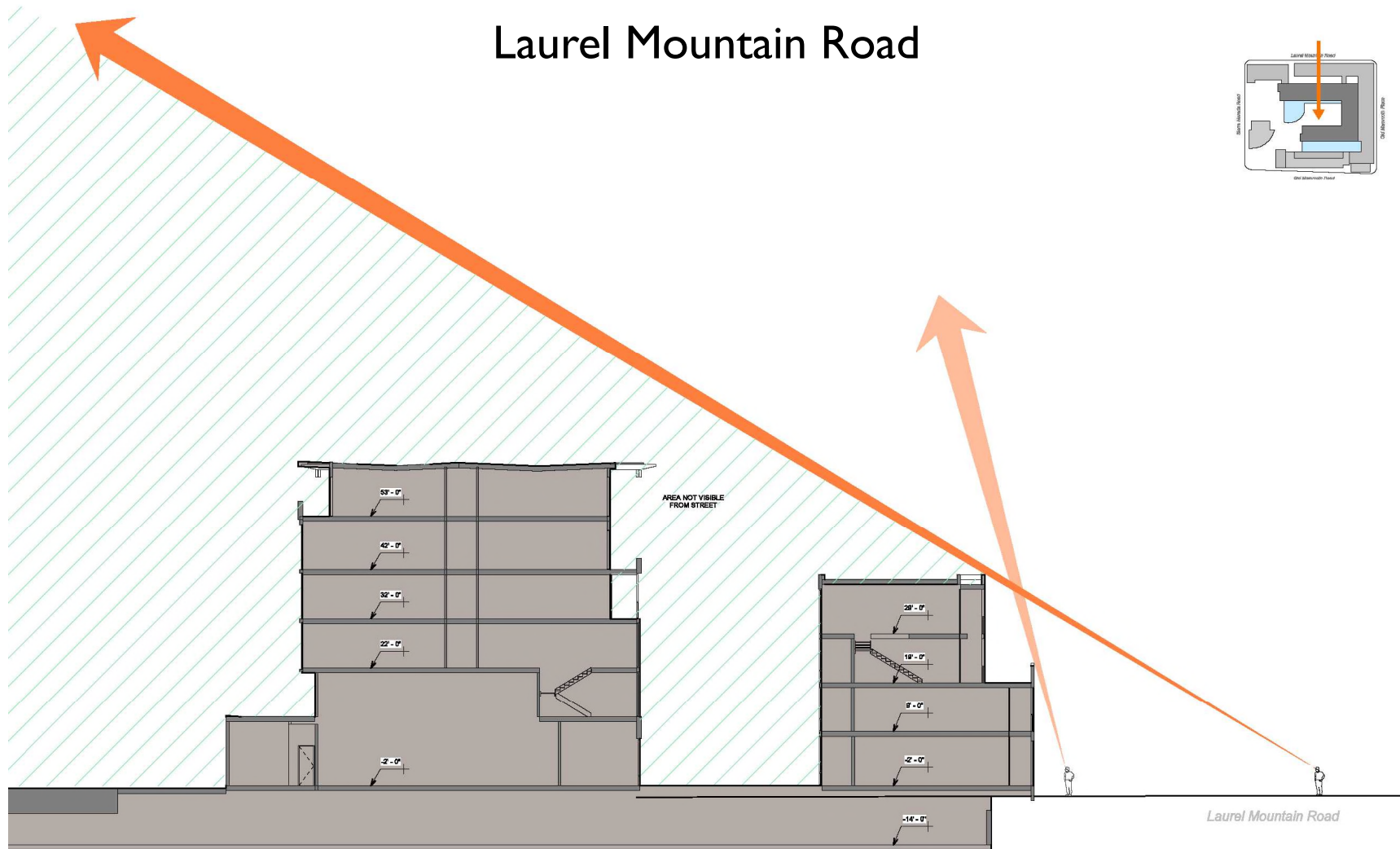
# Rationale for Height Increase

## Old Mammoth Road



# Rationale for Height Increase

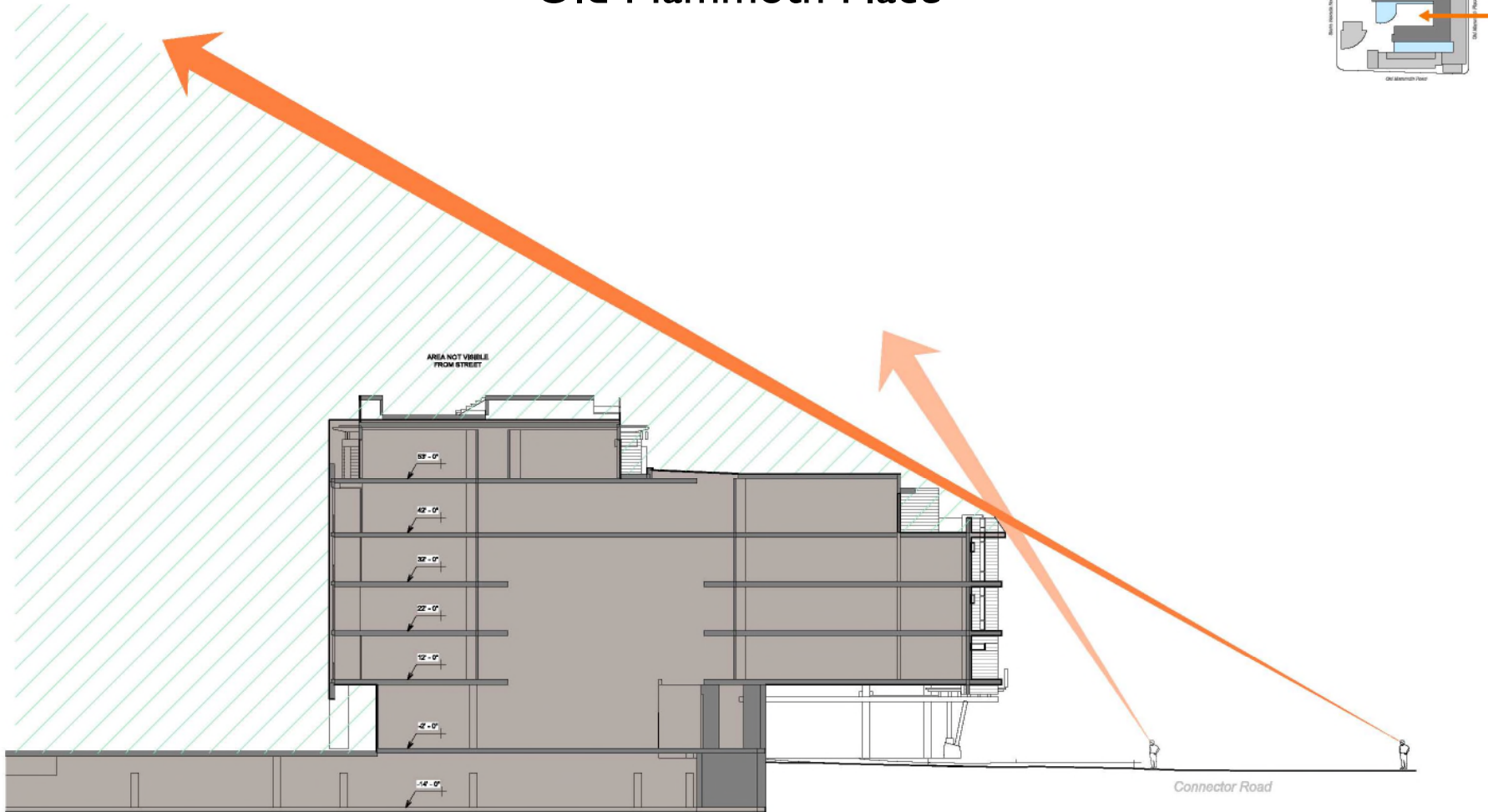
## Laurel Mountain Road





# Rationale for Height Increase

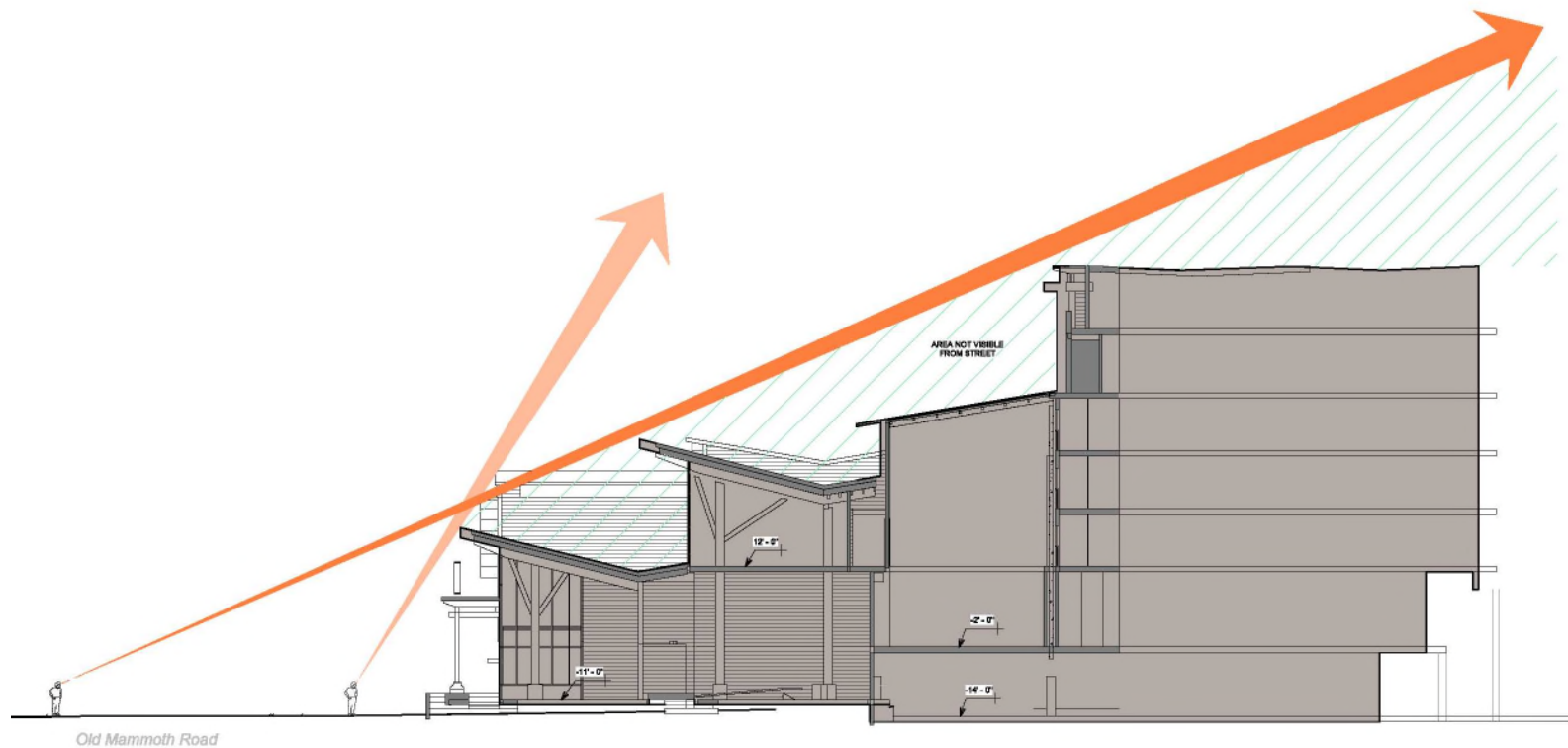
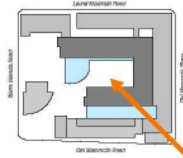
## Old Mammoth Place





# Rationale for Height Increase

## Corner of Old Mammoth Road and Old Mammoth Place



# Rationale for Height Increase

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- 65-foot height is consistent with what was analyzed in the EIR
- Height would be consistent with the average tree height on the site ( $\approx 63$  feet) and in the general vicinity of the project ( $\approx 45 - 75$  feet).
- Additional height has minimal additional shadow impacts as compared to what was analyzed by the CSP EIR
- No increased view blockage of Sherwin Range compared to the project analyzed by the CSP EIR

# Workforce Housing

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- CSP required workforce housing to be provided on-site
  - Approved Old Mammoth Place project proposed 8 on-site units
- Proposal to comply with the Town's Housing Ordinance
  - Allows mitigation through a variety of housing mitigation options (i.e., payment of housing fees, on-site provision of units, off-site provisions of units, conveyance of land, or an alternative AHMP)
  - Housing Ordinance was adopted through a public process and reflects the Town's visions, goals, and current strategies for affordable housing

# Potential Fees – Housing and DIF

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From the CSP: *“The portions of development that are approved as either incentive density or as a community benefit shall be exempt from the payment of Development Impact Fees, Public Art Fees, and Workforce Housing Ordinance requirements.”*

## Potential Housing Fees

Base Density: 244 keys x \$3,700 = \$902,800

Exempt (Incentive Density): 217 keys x \$3,700 = \$802,900

Total: 460 keys x \$3,700 = \$1.7 million

## Potential DIFs

Base Density: 244 keys = \$637,572

Commercial: 8,000 sq. ft. = \$40,960

Outside Agency Fees = \$1.3 million

Exempt (Incentive Density or Community Benefit) = \$716,566

Total: 2.7 million



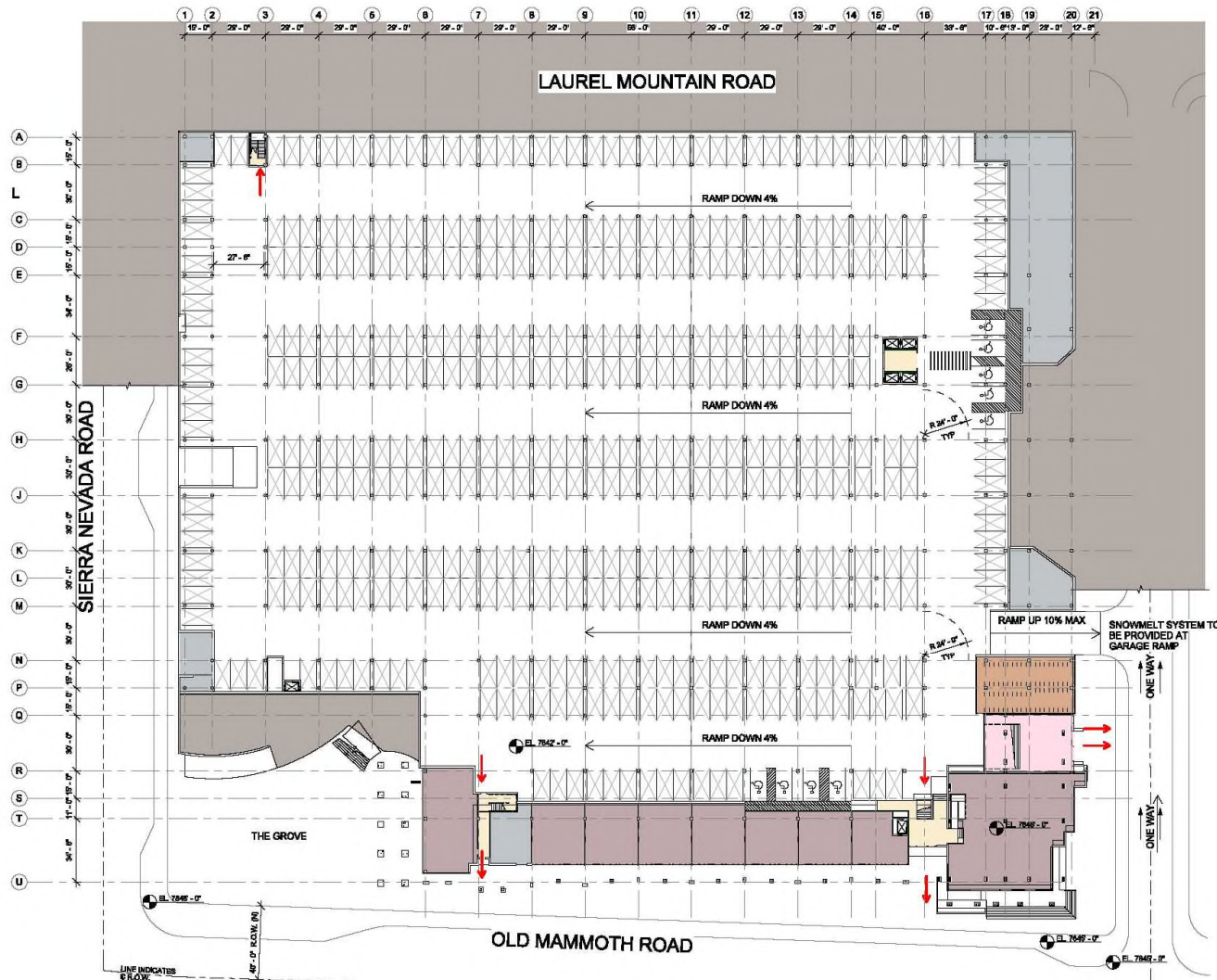
## Other Discussion Areas

# Parking

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- Required parking – 597 spaces
- CSP allows for reductions if a shared parking plan is submitted, developer requests and is annexed into a parking district, and developer pays in-lieu fees.
- Valet parking proposed
  - Project may be up to 56 parking spaces short
- Bicycle parking provided
- Bus parking provided (2 overnight spaces)
- No change to vehicle access proposed (remains off of Old Mammoth Place)

# Parking, Sheet A2.0A



## DEPARTMENT LEGEND

- BOH
- CIRCULATION
- RETAIL
- BIKE PARKING
- COMMUNITY AMENITY
- PARKING

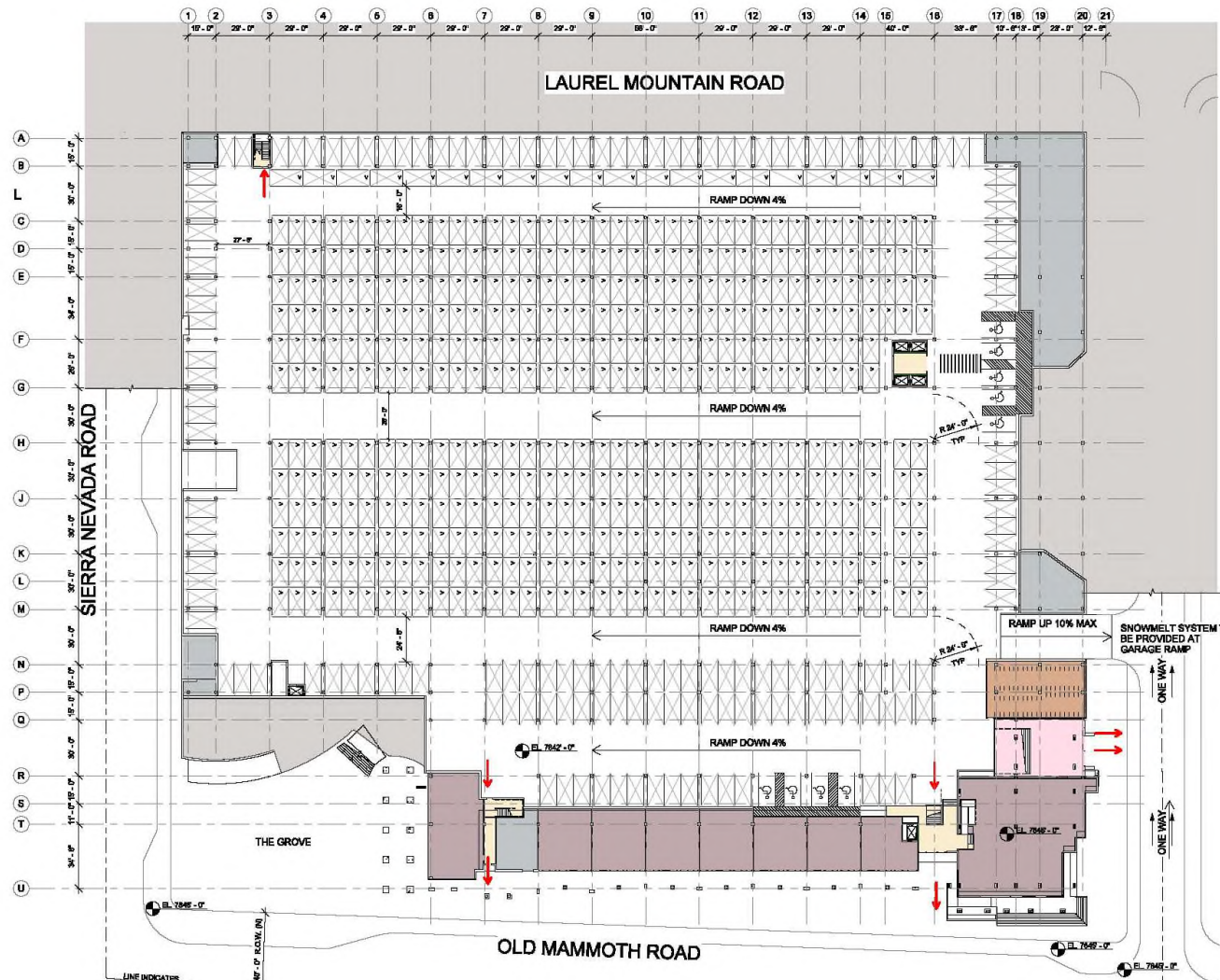
SEE SHEET A2.0A FOR TYP.  
STALL LAYOUTS

→ EXIT ROUTE

TOTAL NUMBER OF PARKING  
STALLS: 447

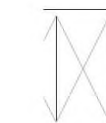
150 STALLS SHORT OF THE 597 REQUIRED

# Parking, Sheet A2.0B

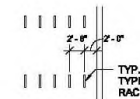


## DEPARTMENT LEGEND

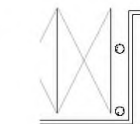
- BOH
- CIRCULATION
- RETAIL
- BIKE PARKING
- COMMUNITY AMENITY
- PARKING



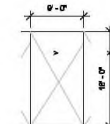
2 PARKING SPACE- TYP.  
1" = 10'-0"



4 BICYCLE PARKING- TYP.  
1" = 10'-0"



3 SPACE ADJ TO WALL- TYP.  
1" = 10'-0"



5 VALET SPACE- TYP.  
1" = 10'-0"

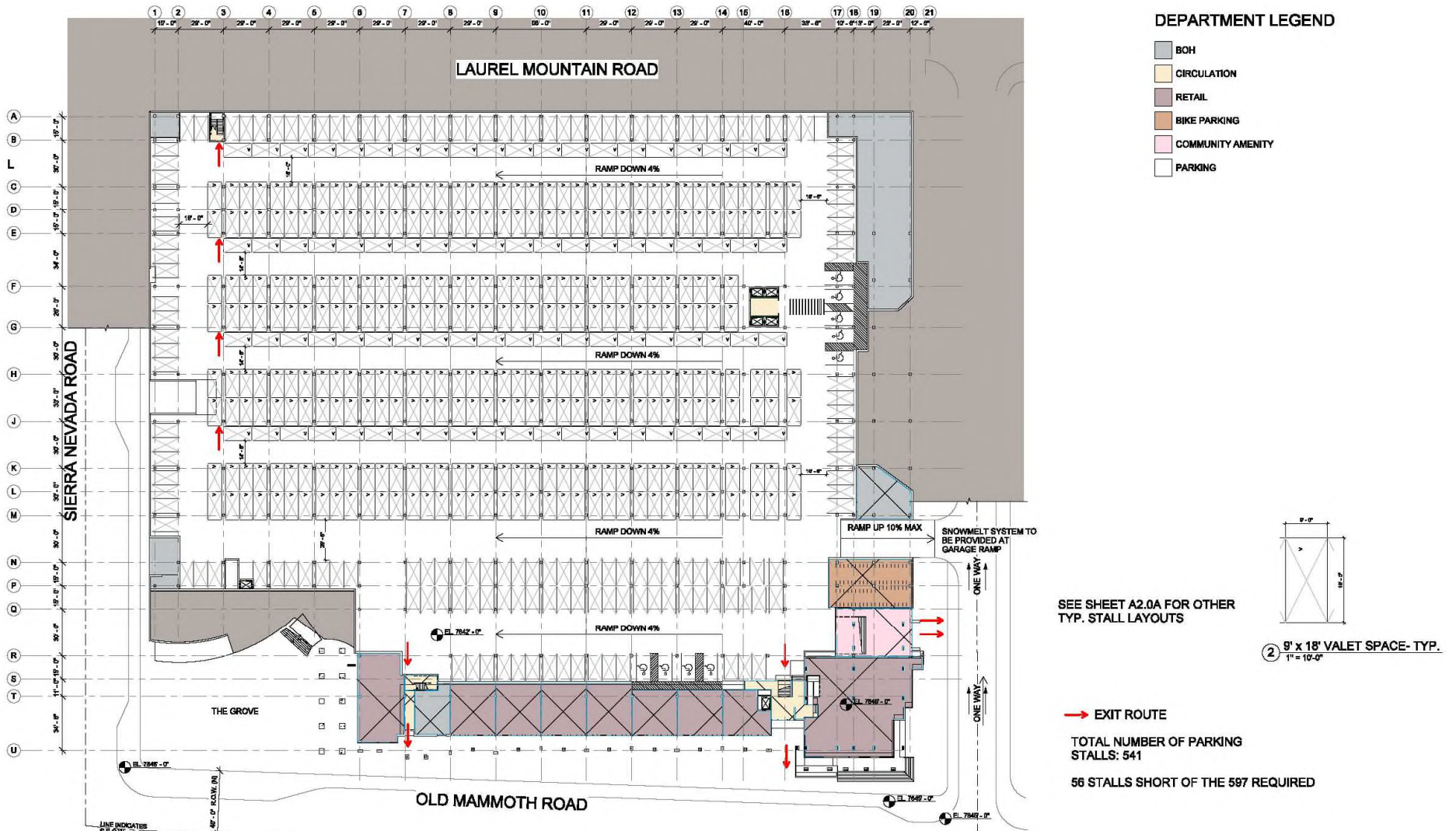
→ EXIT ROUTE

TOTAL NUMBER OF PARKING  
STALLS: 613

16 OVER THE EST. PEAK OF 597



# Parking, Sheet A2.0C



# Community Benefits

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- Outdoor plazas and public open spaces
- Mid-block connector and widening of Old Mammoth Road
- Retail/Restaurant Space
- Meeting/Conference Space
- Portions of the understructure parking

# Project Design

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- Project was reviewed by the PEDC Design Committee
- Project was previously reviewed by the Advisory Design Panel (ADP) and the revised design is consistent with the overall design intent of the approved project.



# Public Comments



# Public Comments

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- Height
  - Private views
  - Story Poles
  - View Analysis
  - Village in the Trees
- Traffic
- Density
- Affordable Housing
- Others?



# Summary

# Public Hearing Process

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- ✓ Staff presentation
- Applicant presentation
- Council questions of staff and/or applicant
- Public comments
- Applicant rebuttal
- Mayor closes the public hearing
- Council deliberation and decision

# Staff and PEDC Recommendation

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Staff and the PEDC recommend the following:

- Waive the first reading and introduce by title only an ordinance making the required CEQA and Municipal Code findings, and approving District Zoning Amendment 15-002;
- Adopt the resolution making the required CEQA findings and adopting the Addendum to the Clearwater Specific Plan Environmental Impact Report; and
- Adopt the resolution making the required CEQA, Subdivision Map Act, and Municipal Code findings, and approving Vesting Tentative Tract Map 16-001, Use Permit 16-001, and Design Review 16-004



# District Zoning Amendment Findings

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1. Is the amendment consistent with the General Plan?
  - *Implements the Old Mammoth Road District goals and objectives; no increased public view impacts; consistent with the allowable density*
2. Is the amendment internally consistent with all other provisions of the CSP?
  - *Implements the CSP objectives; consistent with the CSP density; varied architecture*
3. Will the project be detrimental to the public interest, health, safety, convenience, or welfare of the town?
  - *Addendum found no new or substantial increase in the severity of previously identified environmental impacts*
4. Is the amendment in compliance with CEQA?
  - *See CEQA findings*
5. Is the site physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle access and public services and utilities for the proposed development?
  - *Disturbed site; pedestrian-oriented mixed-use project; adequate parking/services/utilities*
6. Is the amendment consistent with any applicable airport land use plan?
  - *Airport ~7mi from project site; no impacts to airport*

# Subdivision Map Act Findings

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1. Is the map consistent with the General Plan and CSP?
  - *Implements the Old Mammoth Road District goals and objectives; implements the CSP objectives*
2. Are the design and improvements consistent with the General Plan?
  - *CSP design and development standards implement the General Plan; project conforms to these standards with DZA approval*
3. Is the site physically suitable for the type of development?
  - *Already developed site; planned for lodging use*
4. Is the site physically suitable for the proposed density of development?
  - *Density not exceeded; adequate public services/utilities*
5. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage nor substantially injure fish or wildlife or their habitat.
  - *Disturbed site; not in an environmentally sensitive area; CSP EIR found less than significant impacts for biological resources*
6. The design and improvements are not likely to cause serious public health problems.
  - *Mitigation measures reduce health-related impacts to less than significant*
7. The project will not conflict with public easements for access through or use of project site.
  - *All easements on TTM or required by conditions; all utility easements in place or can be extended*

# Use Permit Findings

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1. Use is consistent with the General Plan
  - *A condo-hotel is consistent with the Old Mammoth Road District goals and objectives*
2. Use is consistent with the Zoning Code
  - *The condo-hotel use is allowed by the CSP, which supersedes the Zoning Code.*
3. Use is consistent with the CSP
  - *All proposed uses are allowed by the CSP*
4. Is the amendment in compliance with CEQA?
  - *See CEQA findings*
5. Use will not be detrimental to the public health and safety nor materially injurious to properties or improvements in the vicinity
  - *Addendum found no new or substantial increase in the severity of previously identified environmental impacts*
6. Other findings deemed necessary to support approval of the proposed use
  - *Housing will comply with the Town's Housing Ordinance*

# Design Review Findings

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1. Consistent with the Zoning Code and NVSP
  - *Consistent with the CSP design and development standards, which supersede the Zoning Code;*
2. Consistent with the General Plan
  - *Architectural monotony discouraged; no increased public view impacts*
3. Consistent with Design Guidelines
  - *Street frontage improvements, building articulation, landscaping, no increased public view impacts, ADP and PEDC Design Committee support*
4. Site and building design combine in an attractive/visually cohesive manner, compatible with and complements the desired architectural/aesthetic character of the area and a mountain resort community, encourages ped activity, and promotes neighboring uses compatibility
  - *Expressive of mountain architecture; architectural monotony discouraged; pedestrian connectivity; promotes neighboring compatibility*
5. Streetscape design consistent with commercial districts character and residential neighborhoods
  - *Streetscape improvements; pedestrian connectivity*



# Design Review Findings

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6. Parking implements the planned mobility system; buffer surrounding land uses; minimize visibility; prevent conflicts between vehicles/peds/cyclists; minimize storm water run-off and heat-island effect; achieve a safe, efficient, and harmonious development
  - *Valet parking; landscaping and streetscape improvements; buffer surrounding land uses; minimize visibility*
7. Down-directed and shielded lighting complement buildings, are of appropriate scale, provide adequate light over walkways and parking areas to create a sense of pedestrian safety, minimize light pollution and trespass, and avoid creating glare
  - *Lighting will complement building design and will comply with lighting ordinance*
8. Landscaping conserves water, promotes a natural aesthetic, and is compatible with and enhances the architectural character and features of the buildings on site, and helps relate the building to the surrounding landscape
  - *Landscaping will comply with the Town's and the States Water Efficient Landscape Ordinance*
9. Consistent with any approved tentative map, use permit, variance, or other planning or zoning approval the project required
  - *Consistent since being processed concurrently*